

This class of motorcycle requires a MNZ Homologation, with a minimum of 30 units sold of that mass produced motorcycle.

This homologated motorcycle must be a street type, road registerable, available and originally sold new in New Zealand.

This class is to be called "SUPERSPORT 300".

In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 13 years of age to ride in this production class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior license. All riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.

**NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.

1. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
  - a. Twin cylinder four stroke engines from 260cc up to 400cc. Or single cylinder four stroke engines from 260cc to 380cc
  - b. Approved models that can be raced in the class and necessary balancing rules for those specific machines will be defined in the "Supersport 300 eligible machines, componentry and balancing rules" which is available on the MNZ website.
  - c. Balancing rules for the noted models must be adhered to, and these can be changed at anytime by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used.
  - d. Be fitted with an NZ VIN compliance plate for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
  - e. Be of a make and model lawfully imported and sold to the mass public in New Zealand.
  - f. Be as constructed by the original manufacturer
  - g. Unless specified below, machines must be as per homologated. Parts may not be interchanged between models, generations, and year of manufacture. Bike components are as per the VIN plate for that bike (see 1 b).
2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
3. **Tyres:**
  - a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
  - b) Can be manufactured for road use (IE BE DOT approved) or for competition use.
  - c) Be not less than the machine manufacturer's recommended speed and load rating.
  - d) Be worn no more than to the minimum tread depth indicators.
  - e) Not have an augmented or modified tread pattern.
  - f) The use of tyre warmers is permitted.
  - g) Racing 'rain' wet weather tyres are permitted
4. **Machine Specifications (General):**

All machines must comply with the relevant general competition Rules including Chapter 10.
5. **Modifications Allowed: (All approved models)**
  - a. Permitted suspension modifications and replacements are listed in the Supersport 300 Eligible machines, componentry and balancing rules. This list is available from the MNZ website and subject to change at any time by the Motorcycling Road Race Commissioner.
  - b. The height and position of the front fork in relation to the top yoke (fork crown) is free.
  - c. Drive sprockets and chain width may be changed. Chain pitch to remain as OEM.

- d. Handlebars, levers and controls, with the exception of the brake master-cylinder, height and angle are free, but must not foul the bodywork.
- e. Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges.
- f. Footrests, brackets and controls may be replaced. They must mount to the frame at the same point as the originals.
- g. Substitution of rubber topped foot pegs for other material is allowed.
- h. Small protective cones/knobs may be fitted to minimize accident damage.
- i. Brake disc pads can be replaced with alternative specification and/or non OEM items. Front and rear brake discs may be replaced with aftermarket brake discs of fixed or floating construction, that must fit the original OEM calliper and wheel mounting. The outermost diameter and disc material must remain the same as OEM for the model.
- j. Brake lines front and rear can be replaced with alternative specification and/or non OEM items.
- k. Spark plugs can be replaced with alternative specification and/or non OEM items.
- l. Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- m. Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- n. Gearbox
  - i) may be undercut.
  - ii) reinforcement of the change pawls
  - iii) detent spring may be replaced
  - iv) star shift wheel can be replaced or modified
- o. Frame and swing arm protectors may be fitted including the addition of a rear hugger, material is open unless these are a replacement OEM part in which case the material must be as supplied by the manufacturer, rear huggers may NOT be chemically bonded to the swing arm.
- p. Lap timers and data recording devices may be fitted.
- q. Steering stop restrictors may be fitted.
- r. Wheel spacers, these can be a captive type.
- s. KTM RC390 top triple clamp may be replaced by after market options made from similar material (aluminium alloy) and offset dimensions to that of OEM.
- t. Yamaha R3: Rear sprocket "bracket" (ring) may be removed and sprocket mounting bolts shortened.
- u. Battery may be replaced, but be capable of starting the machine both prior to and post race.
- v. Quick shifter may be fitted or replaced.
- w. The fitment of OEM or aftermarket quick shifters.

**6. Fairing/Body Work:**

- a) Must be the same shape and appearance as the original.
- b) Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.
- c) Screen may be replaced, profile is open.
- d) Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
- e) The original combination instrument/fairing brackets may be changed.

**7. The following items must be removed:**

- a) Passenger footrests/grab rails.
- b) Side stand.
- c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
- d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
- e) Headlight, rear light, indicators and mirrors.
- f) Horn.

- g) License plate bracket and license plate.
  - h) Where the sidestand switch is external & exposed to the track surface it MUST be removed.
8. **The following may be removed:**
- a) Instruments, brackets and associated cables
  - b) Toolbox.
  - c) Speedometer.
  - d) Radiator fan and wiring.
  - e) Rear guard.
  - f) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.
  - g) The left hand switch block may be removed where it serves no purpose on the machine as a race bike.
  - h) Upper chain guard may be removed.
  - i) All unused electrical switches may be removed.
9. **Items not allowed:**
- a. The fitment of aftermarket Traction Control units is not permitted.
10. A chain guard or shark fin made of suitable material must be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where the swing arm shape or positioning prevents fitment are exempted (for example Yamaha R1).
11. All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
12. Machines homologated with a lower fairing must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than, four strokes = 3.5 litres or two strokes = 2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.
13. ABS Braking systems can be disconnected or disabled and all ABS components (wheel sensors, pumps, lines and wiring) may be removed from the Machine.